

To-day's
Advertisements.HARMSTON'S
CIRCUSAND
ROYAL MENAGERIE.

TO-NIGHT 1. TO-NIGHT 1.

OUR GREAT BILL.

ALL STAR COMPANY.

THE STEEPLE CHASE.

THE STEEPLE CHASE.

Introducing the Famous Jumping Horses.

THE BENGAL TIGER "DUKE."

MATINEE—TO-DAY—MATINEE.

Door Open 2.30 P.M. Commence at 3.30.

Box Office Plan.—ROBINSON PIANO CO.
Queen's Road.

POPULAR PRICES.

SOLDIERS AND SAILORS OF ALL NATIONALITIES ADMITTED TO CHAIRS AND STALLS HALF-PRICE.

ROBERT LOVE, Manager.

Col. CHAS. B. HICKS, Representative.

Hongkong, 23rd February, 1901. [64c]

THEATRE ROYAL.

BOXING TOURNAMENT.

(Open to All-Comers, to decide the Bond fide Championship.)

28th FEBRUARY, 1st & 2nd MARCH.

Under the Management of Mr. C. T. ROBINSON.

VALUE OF PRIZES, OVER \$2,000.

GIGANTIC ENTRIES.

FEATHER WEIGHTS (126 lbs.).

T. Lawless, Band, R.W.F., v. D. Davis, E. Co., R.W.F.

J. H. Bribb, U.S.S. Brooklyn, v. J. Jago, H.M.S. Centurion.

T. Mathews, Band, R.W.F., v. C. A. Bowley, Taihook Sugar Refinery.

J. Veir, H. M. Naval Yard, v. W. H. Cressy, Seige Train.

Reserves—Tim Bailey, H.M.S. Undaunted, and H. K. Remedios.

LIGHT WEIGHTS (140 lbs.).

T. Baddeley, Sapper, R.E., v. W. Thomas, B. Co., R.W.F.

T. Phillips, H.M.S. Argonaut, v. J. Sandford, B. Co., R.W.F.

Geo. Smith, H.M.S. Centurion, v. W. Foster, R.M.L., H.M.S. Terrible.

T. Harvey, R.M.A., H.M.S. Tamar, v. J. Kinzey, U.S.S. Huntington.

Reserves—W. Barrett, Sapper, R.E.; Pte. B. Moore, A.O.C., C. Morris, C. Co., R.W.F., Sergt. Davis, R.W.F.

MIDDLE WEIGHTS (156 lbs.).

Thos. Phillips, H.M.S. Argonaut, v. W. S. Bailey, Hongkong.

E. Mansford, H.M.S. Argonaut, v. J. Burns, U.S.S. Albany.

Sergt. Jones, R.W.F., v. E. C. Duffey, U.S.S. Brooklyn.

J. W. Newman, H.M.S. Terrible, v. Bob Berwick, Taihook Sugar Refinery.

Reserve—Geo. Smith, H.M.S. Centurion.

HEAVY OR CATCH WEIGHTS.

McMurray, 25th Co. S.D.R., v. Copt. Aldridge, 25th Co. S.D.R.

Jack Gorman, Harmston's Circus, v. Bob Savidge, H.M.S. Goliath.

J. H. Tibbs, U.S.S. Brooklyn, v. W. S. Bailey, Hongkong.

POPULAR PRICES.

STAGE RESERVED SEATS.....\$10 Season.

Do.....\$4 per Night.

DRESS CIRCLE.....\$3 and \$2.

PIT.....\$1.

BOX PLAN NOW OPEN AT ROBINSON PIANO CO.

Hongkong, 15th February, 1901. [154c]

"INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Company's Steamship

"INDRAVELLI,"

having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 1st March, at NOON, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & Co., Agents.

Hongkong, 23rd February, 1901. [244c]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRAEMAR,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED, Agents.

Hongkong, 23rd February, 1901. [4]

To-day's
Advertisements.

IN THE MATTER OF ORDINANCE No. 2 OF 1892, AND IN THE MATTER OF THE PETITION OF WILLIAM LAWRENCE VOELKER, OF 42, BERNARD STREET, RUSSELL SQUARE, LONDON, ELECTRICIAN, FOR LETTERS PATENT FOR THE EXCLUSIVE USE WITHIN THE COLONY OF HONGKONG, OF AN INVENTION FOR IMPROVEMENTS IN THE MANUFACTURE OF INCANDESCENT ELECTRIC LAMPS.

NOTICE is hereby given that the PETITION, DECLARATION AND SPECIFICATION required by ORDINANCE No. 2 of 1892 have been duly filed in the Office of the Colonial Secretary of Hongkong, and that it is the intention of the said WILLIAM LAWRENCE VOELKER by DENNIS and ROWLEY, his duly authorized Agents to apply at the Sitting of the Executive Council, hereinafter mentioned for LETTERS PATENT for the exclusive use within the said Colony of Hongkong of the above named Invention. And Notice is hereby also given that a Sitting of the Executive Council, before whom the Matter of the said Petition will come for decision will be held in the Council Chamber, at the GOVERNMENT OFFICES, VICTORIA, HONGKONG, on MONDAY, the 11th day of MARCH, 1901, at 11 A.M.

Dated this 22nd day of February, 1901.
DENNIS and ROWLEY,
Solicitors for the Applicant.

HONGKONG RIFLE ASSOCIATION.

A GENERAL MEETING of the MEMBERS of the Association will be held at VOLUNTEER HEAD QUARTERS, (by kind Permission of Lt. Colonel Sir J. W. CARRINGTON, R.C.M.G.), on MONDAY, the 4th March, at 5.15 P.M. for the purpose of passing the Accounts for the year 1900 and electing Officers for this year.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 23rd February, 1901. [64c]

THE HONGKONG ROPE MANUFACTURING CO., LIMITED.

THE SEVENTEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, VICTORIA, on SATURDAY, the 9th March, at 12 NOON, for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1900, declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 9th day of March, both Days inclusive.

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 23rd February, 1901. [246c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain Rolle, will be despatched as above on TUESDAY, the 26th instant, at 5 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 23rd February, 1901. [243c]

Intimations.

EYE-SIGHT.

Mr. N. LAZARUS,

Oculist-Optician, of London and Calcutta, may be consulted for SPECTACLES at 16, Queen's Road Central, (R. HOUGHTON & Co.)

(Nearly opposite the HONGKONG HOTEL).

Business hours—9 A.M. to 5 P.M.

A GREAT proportion of catarrhs and diseases affecting those advancing in life occur to those having some deficiency in the construction of the eye—the many years of "Eye Strain" ending in serious forms of disease. Glasses specially adapted in youth to those requiring them save and preserve the sight. Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [1453b]

WANTED.

THREE or FOUR LADS

to sell the

"HONGKONG TELEGRAPH."

LIBERAL COMMISSION

PAID.

Apply Personally at

THIS OFFICE.

Hongkong, 11th January, 1901.

NOW READY.

AN ACCOUNT

OF THE

RECEPTION OF H.M.S. "TERRIBLE,"

IN

HONGKONG

AND THE

FESTIVITIES CONNECTED

THEREWITH.

WITH A

WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.

PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the issue of this interesting souvenir will soon be exhausted.

Hongkong, 16th June, 1900.

Intimation.

A. S. WATSON & Co.,
LIMITED.

FOR THE

RACES.

CHAMPAGNE.

Jacquesson (Dry) Marquetterie 1893.
Fils Brut Naturel 1893.Jules (Dry).
Mumm Extra Dry.

"E" WHISKY.

Very Old Liqueur Scotch Whisky.

"B" BRANDY.

Guaranteed Pure Cognac.

PORT.

Of the Finest Vintages.

SHERRY.

Pure Xeres Wines.

AERATED WATERS.

Absolutely Pure.

CIGARS & CIGARETTES.

etc., etc., etc.

A. S. WATSON & Co., LIMITED.

HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 23, 1901.

REUTER'S TELEGRAMS.

THE OPERATIONS IN BRITISH SOUTH AFRICA.

LONDON, February 21st.

No news has been received from General French for five days. It is believed that parties of Boers have succeeded in breaking through his lines, but that the main body of 4,000 is still in front and hard pushed by General French.

WEATHER REPORT.

The Observatory report says—

On the 23rd at 12.5 p.m. barometric changes are slight. The high pressure area still covers China, and gradients continue moderate with fresh monsoon on the coast, and strong monsoon in the N. part of the China Sea. Forecast: Fresh N.E. winds; fine.

LOCAL AND GENERAL.

THE German mail of the 23rd January was delivered in London on the 21st instant.

RACE HOLIDAYS.—The Post Office will be closed at Noon on Tuesday, Wednesday, and Thursday, the 26th, 27th, and 28th inst., respectively.

THE sugar growing districts in Queensland, report the appearance of a new noxious weed named the "Chinese Burr," which is growing on sugar lands abandoned by the Chinese. The seeds are supposed to have been imported from China, in packing.

THE will of Sir Arthur Sullivan has been proved by Mr. Charles W. Mathews, 5, Lennox Gardens; Mr. E. Dicey, 39, Piccadilly; and Mr. D'Oyly Carte, to the last of whom he leaves the score of "Iolanthe." The testator's estate is valued at £5,157 10s. 8d.

WE regret to report that whilst engaged in played polo yesterday, Mr. W. A. Cruickshank, well known in Hongkong as connected with Messrs. Jardine, Matheson and Company, fell from his horse and sustained a broken collarbone. He was conveyed to the hospital, but we understand his injury is not dangerous.

THE Hon. Secretary of the Odd Volumes Society informs us that Mr. J. J. Francis, R.C., has kindly consented to deliver an address in the Chamber of Commerce Room, at the City Hall, on Tuesday, the 5th March, at 5.15 p.m., on "An examination of the situation in the Far East." Mr. Pollock will take the chair. Ladies and members of the public are invited.

THE Band of the Royal Welch Fusiliers will play at the Hongkong Hotel this evening, from 8.10 to 9.30 p.m.—

PROGRAMME.

1.—March "Second to None" Old Time.

2.—"Halls of New York" Reel.

3.—"The Merry Widow" Waltz.

4.—"The Merry Widow" Waltz.

5.—"The Merry Widow" Waltz.

6.—"The Merry Widow" Waltz.

7.—"The Merry Widow" Waltz.

8.—"The Merry Widow" Waltz.

9.—"The Merry Widow" Waltz.

10.—"The Merry Widow" Waltz.

11.—"The Merry Widow" Waltz.

12.—"The Merry Widow" Waltz.

13.—"The Merry Widow" Waltz.

14.—"The Merry Widow" Waltz.

15.—"The Merry Widow" Waltz.

16.—"The Merry Widow" Waltz.

17.—"The Merry Widow" Waltz.

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39.—"The Merry Widow" Waltz.

40.—"The Merry Widow" Waltz.

41.—"The Merry Widow" Waltz.

42.—"The Merry Widow" Waltz.

43.—"The Merry Widow" Waltz.

44.—"The Merry Widow" Waltz.

A BOXING Championship Tournament under the management of Mr. C. T. Robinson is announced to take place on Thursday the 28th inst. Particulars will appear later in these columns. The Box plan can be seen at the Robinson Piano Co., Queen's Road Central.

It is stated that the other day the *Newark* went outside Manila Bay for big gun practice, and after drill was over a party were detailed to take apart a Colt's automatic gun. The gun contained a cartridge, which unexpectedly exploded, wounding apprentice J. Welch in the left hand so badly that the middle finger had to be amputated. He is now in the sick bay, and no serious results are anticipated.

We hear from Mr. Pollard, who is in Hongkong on his way to San Francisco, that the Lilliputians are drawing enormous houses in Manila at the Teatro Zorrilla. They had a very rough passage to Manila from Hongkong, but the reception they met with must have counterbalanced all the discomfort of the voyage. Mr. Pollard says the little people have never before been so well treated as by the Americans in Manila, and the children will be very sorry to leave that city. The theatre is crowded every night, and we are informed that it holds up wards of 1,500 people. The Company will therefore be some considerable time before they leave Manila; after leaving there they will visit Hongkong for one week on their way to Shanghai.

AN exchange says—United States Consul John Goodnow, of Shanghai, China, now on a visit to the States, said to a San Francisco *Chronicle* reporter:—

"The Chinese have come to look upon our hold in the Philippines as a substantial control of a large factor in the Orient."

"Dewey's victory had an almost incalculable uplifting influence for the prestige of this Nation, and it was reflected in the subsequent treatment accorded American officials in China. Where this Government had been a matter of absolute indifference to the average Chinese official, it suddenly advanced to the dignity of a first class nation, because of the powerful demonstration of its armed superiority there in Manila Bay. Nothing had ever done so much to improve the condition of American officials in the empire. Thenceforth they were representative of a great power."

READY wit is a very valuable possession, as a certain bold poacher in Germany must have thought the other day. At an Imperial shooting-party at Neugattersleben, Kaiser Wilhelm had just shot an unusually fine hare, when, to his astonishment, one of the loafers, who always hang around on such occasions, suddenly darted up, and, catching up poor "meister lampe," bolted with his booty, leaving the Kaiser speechless with indignation. As soon as he had recovered sufficiently from his amazement, his Majesty offered a reward of 100 marks (£5) to any one who could catch the thief, and there ensued an exciting hunt, which was ended by a mounted groom bringing back the culprit and the stolen hare. The thief—a young man from Magdeburg—was led before the Kaiser, who asked him how he came to behave in such a manner, and received the answer that the former had merely taken the hare because he desired a souvenir of his Imperial Majesty. At this Kaiser Wilhelm could not help laughing, and he let the man go with the words, "A nice souvenir, but you can keep it!"—*Lady's Pictorial*.THE *Morning Post* understands that the late Mr. Samuel Lewis, the money lender, has left estate to the value of about £4,000,000. He leaves all his fortune to his widow, with the exception of about £200,000 divided among relatives and friends. It is his wish that Mrs. Lewis shall give in her own name £400,000 to provide dwellings for the poor of all creeds, £250,000 to the Prince of Wales's Hospital Fund, £100,000 to the Jewish Board of Guardians, and £200,000 to various hospitals. According to the *Daily Telegraph*, there is a bequest of one million to Mrs. Sam Lewis, the testator's widow, together with a discretionary life-interest in the bulk of the remainder of the fortune. To what extent Mr. Lewis's enormous charitable bequests will take effect in the immediate future it is for Mrs. Lewis to determine. But, as any event, upon her death, many of London's greatest charities will be the richer by very large sums. To Mr. Algernon Sydney, the testator's solicitor, £15,000 is given; to Mr. Lewis's brothers-in-law, £5,000 each; with the exception of Mr. Coventry Davies, at present serving with our Army in South Africa, who receives £10,000. The executors of the will are Mr. Algernon Sydney, Mr. Harry Davies, and Mr. Augustus Jacobs, of whom the two latter are brothers-in-law of the testator.THE Circus tug-of-war have been the cause of much excitement from the time they were first introduced into the programme. They have also been the subject of much betting. The other night at the final between the *Centurion* and the *Siege Train* several bets were made whilst the pulls were being contested. One occupier of a box was rather elated at the success of the sailors in the first pull and shouted out a bet of eyes on the *Centurion* team. This bet was at once snapped up by the ever ready Colonel Hicks, by the coach of the *Siege Train* team and by someone in an opposite box. Mr. Blank thought that the sailors could manage at least one of the remaining pulls, so he dreamt of the money he would receive from the backers of the *Siege Train*. However the man's calculations and hopes were completely shattered by the sailors losing the two last pulls and the gentleman in the box wore a "worried look." Then the Colonel came across and was told that "Oh, no, it was not me that made the bet. I was backing the *Siege Train*." Then the burly soldier's coach came across and said it was a fine night, and he had come for his bet. The man in the box grew a trifle timid and said "Oh, I did not take on a bet with you, I bet with another man. The soldier had to leave to look after his man, but he nearly jumped on his man, who was shivering like a leaf." Then came the man from the box opposite, enquiring whilst the man was who owed him \$5 on a bet. At last he spotted his man and smilingly asked him for the \$5 that "you've lost." The timid specimen spluttered some few words but the other was not so easy going as the first two. "When he was told that 'It was not me, I backed with another man,' he let loose a string of polite sarcasms. He was only a little man or he might have taken the \$5 from the other's pocket, that is if he had any money at all. After a wordy warfare the two had to allow the performance to continue, the one man sat in the look looking very sheepish. This was really a hard case."

"CITY OF RIO DE JANEIRO" FOUNDED.

We have been courteously informed by Mr. W. Whitley, Manager of the Sperry Flour Co., that he has received a telegram from San Francisco stating that the *s.s. City of Rio de Janeiro* has sunk off Fort Point, near that city. The passengers were landed safely. A later wire says that several lives are lost, but details are not yet known.

Consul-General Rounsvelle Wildman, Mrs. Wildman and child were amongst the passengers for San Francisco. The steamer left Hongkong on the 22nd ulto.

CENSUS FOR THE COLONY.

The census returns for the last year are not yet printed, but the figures will be found below, kindly given to us from the Colonial Secretary's Office. A comparison is given with 1897 and a big increase will be noted. The army and navy are not included.

NON-CHINESE CIVIL POPULATION.

Year	Male	Female	Total
British Kowloon	1901 641	290	931
1897	471	245	716

Increase.....170 45 215

Rest of Colony 1901 5,183 3,113 8,296

1897 4,499 3,267 7,766

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before His Honour Sir John Carrington, Kt., C.M.G., (Chief Justice).

February 23rd.

MURDER.

The case in which Ho Sui and Wong Tung Chau were charged with the murder of Leung Hi at Yau-ma-tei on the 9th January came on again this morning.

Mr. E. Robinson appeared for the first prisoner and Mr. M. W. Slade for the second prisoner. The evidence in the case is very lengthy and occupied all to-day, when only a portion of it had been dismissed.

The hearing was further adjourned.

A FORMER HONGKONG STEAMER.

The *Manila Times* says:—The Army transport *Sacramento*, which was purchased some time ago in Hongkong for the quartermaster's department, and which underwent repairs after arrival here, had her speed trials on the 14th inst., and proved herself to be a steady sea-going boat as well as a fast one. The trials were made over the seven mile measured course to Cavite and were done in 42 minutes, developing a speed of 10 knots. The *Sacramento* was formerly the *Hoi Tong* of Hongkong and ran on the Pearl and West rivers; is 168 feet in length, 23 feet beam, and draws 9 feet of water, equipped with compound engines, with twice the actual horse power development of her engines is 310, she is 410 tons net and 490 tons gross. The transport can accommodate 20 saloon passengers and 300 troops between decks. The Quartermaster Department is in charge of Lieutenant Clement of the 21st Infantry, with Chief Clerk Judd as assistant. Captain Casey the skipper in charge is well known in these waters, being one of the most reliable captains in Uncle Sam's service, he was formerly in command of the *Omaha*. The chief engineer is Mr. John Simpson. The *Sacramento* which made her first trip the 16th inst. is to be employed on the runs to the southern and northern islands.

PHILIPPINE NEWS.

A Manila paper publishes the following dispatch from Gen. Bates, dated Feb. 16th:—On morning of 13th inst. detachment of 21st Infantry from Los Baños, discovered guerrilla rendezvous, three miles south-west on side of Mount Maquiling, and secured one sword, one water-bottle, one pair field glasses and destroyed 300 Mauser cartridges. Lieut. Lee with detachment of 1st Cavalry from Batangas, encountered enemy numbering about 200 rifles under Lieut.-Col. Bricia, early morning 13th inst. one mile east of Batangas. Enemy retired into mountains, stubbornly fighting, disappearing after some loss. Lieut. Lee suffered no loss, burned about 20,000 pounds of rice.

Sergeant Domingo de Cerna, of Captain Mariano Albino's company of guerrillas was captured by native police at Sariaya yesterday while acting as spy. Major Fridel of Caltel's command, a brother of Colonel Fridel, killed at Maritaca last Sept., was captured at Paete yesterday.

STRANDED AMERICANS IN THE ORIENT.

Under this heading the *Manila Times* says:—Those who have visited China and Japan within the last six months express themselves as being surprised at the number of American citizens who have become stranded in the different ports from Yokohama to Hongkong. A number of those "on the beach" are discharged soldiers who have drifted from the Philippines; but the majority are sailors who have worked their way to the Orient. In Hongkong the American Consulate is daily besieged, sometimes by as many as twenty of these unfortunate individuals, with requests for assistance, or transportation to the United States. From Nagasaki papers we also learn that the number of stranded foreigners, many of them Americans, has increased to such an extent as to become a serious nuisance and strong measures are advocated there to rid the community of this class of mendicants. While some of the men are of the more respectable class, desirous of obtaining employment and willing to work if they can get it, the great percentage are loafers and adventurers attracted by the outbreak of the Chinese troubles. Hongkong, Shanghai, Chefoo, Tientsin and Peking all have their quota of these unfortunate, left high and dry through some cause or another, all in a state of destitution, and their only hope lies in a benevolent government bearing the burden of returning them to their homes.

U.S. COALING STATION IN CHINA.

An exchange says:—Upon the completion of the negotiations with China, the United States will ask permission of the Imperial Chinese Government to establish a coaling station in the province of Shantung. This action will be taken in accordance with the recommendation of Rear-Admiral Bradford, Chief of the Bureau of Equipment. Several weeks ago Admiral Bradford submitted a memorandum to Secretary Long, submitting his attention to the disadvantage under which American men-of-war labour in protecting American interests in Northern China. They are far from Manila, the one important coaling base in the Asiatic station, and fuel has either to be transported to them in colliers, or purchased at great expense at Chinese ports. Admiral Bradford called attention to the fact that the United States possesses the right to maintain a coal pile in Chefoo, and he is in favour of its re-establishment.

THE AUSTRALIAN CONTINGENTS.

The selection of officers for the various contingents which were despatched last year, always provided to be a difficult task for the military authorities, says the *Australian Star* of the 25th ult., but the officering of the Imperial Draft Contingent presents an even more difficult problem in regard to all but the commanding officer. In the latter instance the way has been cleared by the patriotic offer of Colonel Lassetter to take command of the contingent. The Imperial army in England before he was engaged by the New South Wales authorities to take charge of the Permanent Mounted Infantry. He served with a body of mounted infantry under Wolseley in the Sudan Expedition of 1884-85, and rendered such distinguished service that he received the Nile medal, with clasp, and the Khedive's star. After fulfilling his engagements with the New South Wales Government he found it necessary to

return from the regular army, in order to attend to the business of his firm, but he, nevertheless, organized and commanded the Mounted Rifles, a detachment of which went to England at the time of Queen Victoria's Jubilee under his command. Upon his return Colonel Lassetter resigned, and was placed on the reserve of officers. The difficulty of securing a suitable officer to command the contingent having been done away with by Colonel Lassetter's offer, the most important question is the selection of the other officers required. There is, in the first place, some doubt as to the number of officers to be sent with the contingent, which is not being sent out as a distinct regiment, but in order that vacancies in the previous contingents may be filled up. Again, several commissions have been granted in South Africa, and there is no doubt that several gentlemen who joined the ranks as privates or non-commissioned officers are due for promotion. It is but right that these should be considered first, and that inexperienced civilians should stand second to them. And the same applies to the men who have returned, land who wish to go out again—men who bore the brunt of the hard campaign, and who, having served their Queen in a subordinate position, now desire to serve their King as one of his Majesty's officers. Those who have volunteered to go to the front again endured great hardships on active service last year, and more than one carry honourable scars. One candidate for commission was shot through the hand and later on a Mautser bullet passed through both his legs. But he is eager to go out again, although, as he says, he expects to get hit a third time. Such men of grit and experience have the strongest claim for careful consideration, and it will reflect seriously upon the military authorities if they are overlooked. It is a well-known fact that mistakes were made upon similar occasions, and it is to be hoped that the lessons of the past will not be forgotten. It is not to be presumed, however, that a returned soldier is of necessity a better man than a civilian, but other things being equal the former should be given preference.

The organization of the contingent at the Royal Agricultural Ground is being carried out smoothly, and the four mounted infantry sections are nearing completion. Up to date the medical officers, Lieutenants Hughes and Cope, of the A.M.C., and Dr. Maher, have examined about 1100 men. Some of these were pronounced unfit for active service, and many others failed in the riding or shooting tests, so that about 400 good men are still wanted. A fine lot of men are coming in from the country, and there is no lack of good material. This morning a number of candidates for commissions were medically examined, and two or three were rejected out of about thirteen.

Horses are being supplied to the four companies of mounted infantry, as there are sufficient animals to mount all the men who have been posted to companies. Horses are being sent out to the camp every day, and at the present moment there are considerably over 500 in camp.

AN AUSTRIAN CORRESPONDENT IN PRETORIA.

The following letter to the *Pester Lloyd* appears in *Public Opinion* of the 18th ult.:

In the month of December so far there have been two affairs of importance—the capture of an English train column by the Boers at Wuterkop on the 2nd, and fight near Barberton on the 8th. At Wuterkop 3 officers, 300 men, and 140 wagons (no guns however) fell into the hands of the Boers, who attacked the convoy from some hills in the rear. The *Natal Witness*, of course, tries to turn these reverses into victories. The English official version gives the losses at the Barberton affair as 2 dead, 5 wounded, and 13 missing, and adds that Barberton has been recaptured; but there is a rumour that Barberton is again in the hands of the Boers, and also that the piece of railway from Koonati Poort to Waterval Onder is held by them. All these misstatements have, as a result, a marked effect, especially noticeable among the English element. Only too often one hears among the English soldiers, when the war is talked about, the phrase "I'm in it as it is." The hopes of all are centred on General Knox who has again gone out to catch De Wet.

The English must have a success or matters will become critical for them. It is no use shutting one's eyes to the truth—one can blunder on for a long time in that way, but the end must come sooner or later; the situation is not favourable to the English—perhaps less favourable than at this time last year, and principally because the facts are not clear, and it is impossible to form an accurate opinion on the state of affairs; the greatest danger consists in not recognising what a great danger there is. The English say the war has ended, but they are further away from the end of the war than they were then. They have gone so far as to begin to organise a civil government, but there is no civil population, at any rate in the towns. Every one is Lord Kitchener, and his "sterner measures." He has ordered that for the future Boers shall not be paid for the use of their horses and carts by the military. As a result, the Boers who have been hiring out their conveyances to the British will take them to the nearest Boer commando.

Another matter as to which the regulations have been made more strict is the food supply of Johannesburg. The town has become so poor that the civil population is almost unable to buy any provisions at all, since the supply from the Cape has ceased. An Army Order has appeared, consequently, in which it is announced that provisions will be supplied in the following order:—First, soldiers; then well accented persons in civil life; then the families of the English; then the families of Boers who have been laid down by the English after the fight at Botetiville—and she was now told that no food could be supplied to her. Accordingly, she applied to one of the Consuls, and asked for his intervention, and he prevailed on the Governor to reconsider her case. She was then given to understand that she would be allowed to draw food on the understanding that she signed a paper to say she had "received every article at the hands of the English." This she is refusing to do, and I do not know whether she is starving or not. One is forced involuntarily to believe that the English bear no goodwill to Mrs. De Wet, and fear trouble from her later on, or else why these conditions made to a woman who first herself in such a hard position? The English—other wise considered to be a practical people—are not fulfilling their vocation: as exponents of modern warfare and the pacification of a civilised country. The Boer war may well be compared in its method with the wars against Derwishes and Zulus.

(Note.)—This article, whether originating in Pretoria or in Bude-Pesth, may be taken as a type of the "information" supplied to readers on the Continent concerning the war if it does come from Pretoria, the Central laws, at any rate, are remarkably mild.—E. P. O.

TWO HUNDRED YEARS IN ONE HUNDRED YEARS.

It is now more than fifty years since the Scotch poet, Charles Mackay, wrote his tremendously popular song, "A Good Time Coming," in which he predicted that

"In the good time coming, Nations shall not quarrel then, To prove which is the stronger; Not slaughter men for glory's sake; Wait a little longer."

We are still waiting. Mr. W. Fletcher Johnson, who has been ransacking the annals of the century just past, records in the *New York Tribune* a list of more than two hundred wars, large and small, that have shaken the nations in the hundred years. In the retrospect, too, there has not been a single year of the century that has not seen the bloodshed and tumult of battle on some part of the globe. The roar of war has been continuous from Aboukir in 1801 to the present conflicts in China, South Africa, and the Philippines. Mr. Johnson remarks mildly that it is "impossible to declare this century a peaceful one." He says:

"The unexampled progress of the world in civilization has resulted in greater complexity of the political relationships of the nations, and in bringing each nation into more direct contact with others and with a far greater number of others, and these conditions, and the persistence of elemental passion, evil as well as benign, have inevitably widened the opportunity for war."

"Nor shall we err if we judge that more wars of the nineteenth century were of high import to the world than of any other century. Sir Edward Creasy has set down only fifteen 'decisive battles' in more than twenty-three centuries—battles, that is, which materially affected the course of human progress—and only one of these is in the nineteenth century, while the eighteenth century had no fewer than four. But Sir Edward stopped with Waterloo. Had he extended the scope of his observations to the end of the century he might well have found several other conflicts at least as important as the futile cannonade of Valmy. At least six or seven of the nineteenth-century wars may well be ranked as of first-class importance to the world, and several must rank in point of physical magnitude among the greatest of all time."

Then follows a catalogue of wars of the century, filling nearly three newspaper columns. It is a bloody record, says Mr. Johnson: "Yet may it be said that 'these dead of many centuries have been swept away by the hot breath of war, millions of slaves have been set free, nations have been redeemed from alien despotism, the great principles of peace, freedom and arbitration have been securely established, and, on the whole, civilization has gone forward, both upon the wings of peace and upon the thunderous power of war.'"

"If the century has not been more free from bloodshed than its predecessors, it has, at least, been more free from blood shed in vain, and has brought the world perceptibly nearer to the hoped-for century end when the Christmas bells shall indeed

"Ring out the thousand wars of old— Ring in the thousand years of peace."

—Literary Digest.

GENERAL COLVILLE.

No reasonable person, says the *Pall Mall Gazette* of the 19th ult., will say that Sir Henry Colville has been treated with undue severity. The placing him on retired pay, announced in last night's *Gazette*, is the least penalty that could be visited on his grave offence against military discipline in appealing to the Press instead of laying his case before the proper authorities. The *Standard* this morning, in some singularly ill-considered and offensive remarks, treats the decision of the War Office on Sir Henry Colville's conduct as emanating from Mr. Brodick alone, and stigmatises his action as "violent, high-handed, and precipitate." Proceeding upon its own erroneous assumptions of fact, which is the unflattering characteristic of Little-Englandism, it declares that Sir Henry Colville "has been displaced by the arbitrary caprice of the Secretary for War." Under its new auspices we shall, no doubt find that any stick, however rotten, is good enough for the *Daily News* to belabour any member of the Government with, and that it will pursue its career of abuse, reckless and unrepentant. We are satisfied that in every step Mr. Brodick takes in reference to the case of Sir Henry Colville from start to finish he has acted entirely in harmony with, and at the instance of, the Commander-in-Chief, as having regard to their respective duties and official responsibilities, was to be expected.

PREDOMINANCE OF RUSSIA IN CHINA.

No little excitement has been caused by the agreement which has been concluded between the representative of the Tartar General of Mukden and General Korostovitch, which amounts to a protectorate over that virtual annexation of the southern province of Manchuria by Russia. It is true that by this instrument China retains certain rights which she had been deprived; but at the same time she regains them burdened with certain conditions. A Russian Resident is to be established at Mukden, and whilst the civil administration of the province is to be in the hands of the Chinese, Russia is to continue in military occupation. This, the *Times* is at pains to point out, is radically irreconcilable with the official policy of the European Concert and the fundamental clauses of the Anglo-German agreement, as well as with the solemn declarations of Russia herself. The French journal then goes on to discuss the probable cause of the Russian move, and thinks that two courses open; to insist that Russia shall retract this violation of the principles laid down for the common action of the Western Powers, or, regarding Russia's move as an accomplished fact, to claim their share in the spoils in the partition of the Chinese Empire that has been thus begun. In the face of the fact of the agreement the *Dobts* evinces no little concern, and the only way out of it is to assume that a temporary and provisional arrangement, pending a complete evacuation of Manchuria, Russia solemnly declared that she would not annex Manchuria, and those words must stand true; therefore the agreement must be untrue, or represented. A different view has been taken forward by Germany. The *Colleg*, which is not infrequently made the channel of official information, maintains that the Anglo-German Agreement does not apply to Manchuria, a position which is not easily reconcilable with the plain and natural sense of the document in question. It is affirmed that in reacting parties never intended the governing words of the Agreement to be taken in their natural sense, and it is even asserted that Great Britain actually wished to insert a clause excluding Manchuria from the operation of the instrument. That was relinquished in view of the clear explanation, which preceded and accompanied the Agreement, it being understood by both parties that

Manchuria was a district to which their influence did not extend. One appreciates, of course, the desire of Germany to state that she would not diminish their good understanding with Russia, but it does seem that if the *Colleg* *Gazette's* view should be in accordance with the facts of the case, the terms of the Agreement are reduced to such moderate proportions as to be almost worthless, and it will therefore, be a matter of no little interest when an explanation shall be forthcoming of our own Government's action in the matter.—*The Tablet*.

THE CHANNEL SQUADRON.

A radical change in the scheme of naval home defence is implied in choice of Berchaven as the future headquarters of the Channel Squadron. It has up to this been a frequent rendezvous for the Fleet, but the preparations for its permanent adoption as a base were carried on so secretly that the intentions of the Admiralty have only now transpired. It was recently noted that a vote was asked for to cover the armament of the forts at Berchaven, and it now seems that among the other changes effected there is the laying out of an enormous recreation ground for the men. It is a splendid anchorage, with deep water so close to its precipitous shores that a biscuit may be flung on the rocks from the deck of a first-class battleship. It lies at the entrance of Bantary Bay, a deep and picturesque inlet, running inland for twenty miles with a mountainous background. The decision to mobilise the Reserve Squadron three times a year for independent evolutions is another development of naval strategy, and the shifting of the naval base from the south coast of England to that of Ireland is a new departure of considerable significance. A civil population will naturally follow the ships, and the business of provisioning them should prove a lucrative one for the farmers of south-west Cork.—*The Tablet*.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on fifteen years' observations to 1898.

Barometer 30.141
Thermometer 57.3
Humidity 79.0
Rainfall 1.75

TO-DAY.

WEATHER REPORT.
On date at 4 p.m.
Barometer 30.33 30.33
Temperature 56 56
Humidity 57 51
Rainfall — —

TO-DAY.

Saturday, 23rd February, 1901.

Chinese—5th of 1st moon of 27th year of Kwang-shi.

Sun—Rises 6hr. 25min.
Sets 5hr. 55min.
High water—Morning 11hr. 50min.
Afternoon 6hr. 05min.
Low water—Morning 5hr. 30min.
Afternoon 5hr. 57min.

ANNIVERSARIES.

1793—Sir Joshua Reynolds died.
1835—Opium seized and burnt by the Canton authorities.

1841—Hostilities between England and China commenced.

1848—French Revolution broke out.

1857—The steamer *Queen* captured and burnt by pirates.

1867—First stone of the Hongkong City Hall laid.

1860—Explosion of a powder magazine at Kiangyin; 300 lives lost.

1897—Hunan Land Telegraph line completed.

1900—Death at Hongkong of Lieutenant C.R. Emrick, U.S.N., at Royal Naval Hospital from Typhoid fever.

TO-MORROW.

Sunday, 24th February, 1901.

Chinese—6th of 1st moon of 27th year of Kwang-shi.

Sun—Rises 6hr. 26min.
Sets 5hr. 56min.
High water—Morning 11hr. 51min.
Afternoon 6hr. 06min.
Low water—Morning 5hr. 31min.
Afternoon 5hr. 58min.

ANNIVERSARIES.

1841—Evacuation of Chusan by the British.

1884—Bomber explosion on the steamer *Victor*; 6 Europeans and 20 Chinese killed.

1897—Massacre of the British Resident at Mambare, New Guinea, with 5 miners and 40 natives.

AGENDA.

TO-DAY.
9 p.m.—Sharp. Harmon's Circus at the Recreation Ground (near the Race Course).

TO-MORROW.

Daylight—O. & O. Co's steamer *Gallie* leaves for Yokohama & Honolulu via Shanghai.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., 11 a.m., 1 p.m., 5 p.m., 8 p.m., 9 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 p.m. Benediction, 5 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (Chin.) 6 a.m. (Port.), 7:30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10:30 a.m. and 5:45 p.m.

St. Peter's Church, West Point.

First Sunday in Lent February 24th.

11 a.m.
Hymn 105; Venite, Hooper; Te Deum, Lawes etc.; Benedictus, Morning Hymns, 111, 113, 119.

10:30 a.m.
Hymn, 545; Magnificat, Turle; Nunc Dimittis, Hills; Hymns, 551, 171.

The Mission Launch *Dayspring* will call on the ships on Sunday morning, between 9 and 10:30 p.m., to take men ashore for the services. The "answering pennant" may be hoisted.

Union Church.

Sunday, 24th February, 1901.

11 a.m.

Voluntary, "Improvisation in A." Scotland.

Clark; Hymn, No. 485 (Laudes Domini) Barnby.

Psalm No. 4 (Double Chant) Goss; Anthem, No. 17 "Jesus, Word of God" Langford.

Hymn, No. 373 (St. George) Gauntlett; Voluntary, "Sketch, op 58" Schumann; Sermon, "The Law of Compensation."

6 p.m.
Voluntary, "Andante" A. Hesse; Hymn, No. 12 (Melcombe) Webb; Hymn, No. 57 (Tune 53) Baker; Hymn, No. 377 (St. Gertrude) Sullivan; Hymn, No. 381 (St. Ethelwald) Monk; Hymn, No. 377 (Loretto) Henry; Sermon, "A Good Soldier." Voluntary, "War March of the Priests" Mendelssohn.

MONDAY, 25th.

Noon—Meeting of the Shareholders of the Hongkong and Whampoa Dock Co. Ltd. at their Office.
5 for 5:30 p.m.—Meeting of the Eothen Mark Lodge at the Freemason's Hall.

TUESDAY, 26th.

Annual Hongkong Races, First Day.
I. C. Co's steamer *Chelydra* leaves for Singapore Penang Calcutta.

WEDNESDAY, 27th.

Annual Hongkong Races, Second Day.
4 p.m.—E. & A. Co's steamer *Eastern* leaves for Australian Ports.
Cargo ex *China* subject to rent.
Cargo ex *Gallie* subject to rent.

THURSDAY, 28th.

Annual Hongkong Races, Third Day.
Boxing Tournament at the Theatre Royal City Hall under the management of Mr. C. T. Robitson.
A. L. S. N. Co's steamer *Moravia* leaves for Fiume and Trieste via Singapore, etc.

SATURDAY 2nd, MARCH.

Noon—P. & O. steamer *Paramatta* leaves for London.
Noon—T. K. K. steamer *Hongkong Maru* leaves for Yokohama, and Honolulu, via Shanghai etc.

SUNDAY, 3rd.

(About)—P. & O. S. N. Co's steamer *Plasy* leaves for Shanghai.

FRIDAY 29th.

Noon—M. M. Co's steamer *Eridan* with mails etc. leaves for Europe.
Cargo ex *Hongkong Maru* subject to rent.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Annam*) 25th instant.
Indian (*Lightning*) 25th instant.
American (*China*) 3rd prox.
Indian (*Kumsang*) 1st instant.
American (*Doric*) 12th prox.
American (*Nippon Maru*) 19th instant.

MAILS DUE.

The A. L. S. N. Co's steamer *Moravia*, left Kobe for this port yesterday, the 22nd inst.

The J. M. Co's steamer *Kumsang*, from Calcutta left Singapore for this port yesterday, the 22nd inst., at 4 p.m.

The Canadian Pacific Railway Co's R.M.S. *Empress of India*, left Yokohama on Friday afternoon the 22nd inst., for Victoria and Vancouver.

The N. Y. K.'s steamer *Sanuki Maru*, (European Line) left Singapore for this port to-day, the 23rd inst., and is expected to arrive here on the 18th March.

The T. K. K. steamer *Nippon Maru*, with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 19th inst.

The P. M. S. S. Co's steamer *China*, with mails, etc., from San Francisco in the 1st inst., via Honolulu, arrived at Yokohama, and will leave for this port to-morrow morning, the 24th inst., via Inland Sea, Kobe, Nagasaki and Shanghai.

HONGKONG AND WHAMPOA DOCK RETURNS.

S.M.S. *Hansa* at Kowloon Dock.

U.S.S. *Isle de Luzon* " "

U.S.S. *Bennington* " "

Hut " "

Hansa " "

Nanyang " "

Avanahche " "

Egbert Cosmopolitan

Pouffey Aberdeen

PASSED THE CANAL.

Outward—8th February—*Agamemnon*, *Benclench*, 12th Feb.—*Gisela*, *Jahan*, *Stallger*, *Hudson*, 15th Feb.—*Ernest Simon*, *Adolph Maru*, *Tantalus*, *Trust*, *Ascania*, *Neptune*, 22nd Feb.—*Ajax*, *Konigsberg*, *Kiev*, *Ocean*.

Homeward—8th Feb.—*Dardanus*, 12th Feb.—*Hitchi Maru*, 15th February—*Prusen*, 22nd February—*Achille*, *Norderney*.

Arrivals at Home—16th February—*Irene*, *Calchas*, *Wittenberg*, 23rd Feb.—*Prusen*, *Salazie*.

Shipping.

Arrivals.

AIRLINE, British steamer, 2,500, St. John George, 22nd Feb., Sydney 29th Jan., Brisbane 31st, Townsville 3rd Feb., Cairns 4th, Port Darwin 10th, and Manila 19th, General—Gibb, Livingston & Co.

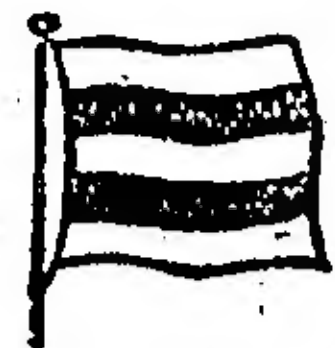
H. H. MEIER, German steamer, 3,250, H. Prager, 22nd Feb., Colombo 12th Feb., Ballast—Melchers & Co.

YU

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY).



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 26th Feb., at Noon.
SANUKI MARU	KOBE and YOKOHAMA	FRIDAY, 1st Mar., at Daylight.
W. Townsend	BOMBAY, via SINGAPORE and COLUMBO	WEDNESDAY, 6th Mar., at Noon.
HIROSHIMA MARU	MARSEILLES, LONDON & ANTWERP, via SINGAPORE, PENANG, COLUMBO and PORT SAID	FRIDAY, 8th Mar., at Daylight.
KAWACHI MARU	KOBE and YOKOHAMA	FRIDAY, 15th Mar., at Daylight.
HAKATA MARU	VICTORIA, B.C. and SEATTLE	FRIDAY, 15th Mar., at 4 P.M.
TOSA MARU	U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA	FRIDAY, 22nd Mar., at Noon.
A. Tracer	NAGASAKI, KOBE and YOKOHAMA	
YAWATA MARU	HAMA	

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 23rd February, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTADAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
FREIBURG	HAVRE, BREMEN and HAMBURG	March 5th Freight.
MARBURG	(LONDON with transshipment in HAMBURG)	About 15th Freight.
SIBIRIA	(LONDON with transshipment in HAMBURG)	About 25th Freight and Passage.
BAMBERG	(LONDON with transshipment in HAMBURG)	About 5th Freight.
JACOBI	(LONDON with transshipment in HAMBURG)	About 15th Freight and Passage.
SARNIA	(LONDON with transshipment in HAMBURG)	About 15th Freight and Passage.
Schlaefke	(LONDON with transshipment in HAMBURG)	April.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

HAMBURG-AMERIKA LINIE, NORDDEUTSCHER LLOYD, OSTASIATISCHER FRACHTADAMPFER DIENST.

TOYO KISEN KAISHA. U.S. MAIL LINE.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HONGKONG MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 2nd Mar., at Noon.
NIPPON MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Thursday, 28th Mar., at Noon.
AMERICA MARU	(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 23rd April, at Noon.

THE Twin Screw Steamship

"HONGKONG MARU," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 2nd March, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

* Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

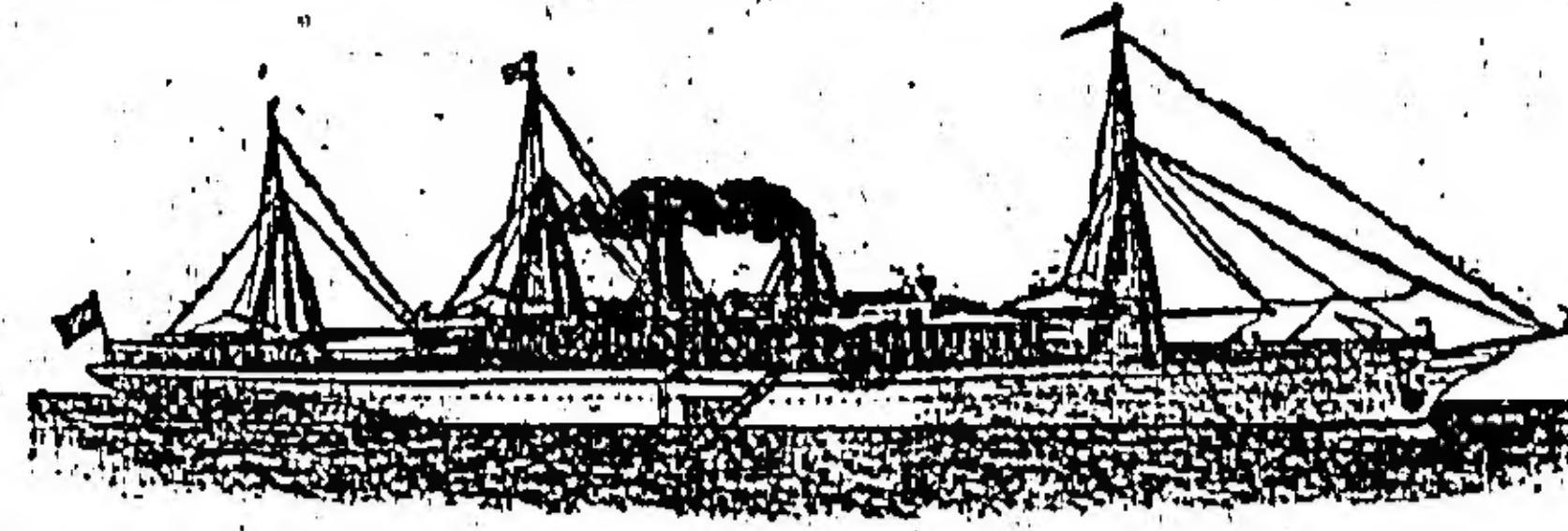
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. H. Pybus, R.N.R...WEDNESDAY, 13th March.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 3rd April.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 24th April.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific Journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Paddy's Street.

Hongkong, 13th February, 1901.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE, VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Sunday, 24th Feb., at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 19th March, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 17th April, at Noon.

THE Company's Steamship

"GAELIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 24th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 23rd February, 1901.

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD AND NAVIGATION COMPANY.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

Taking Cargo to JAPAN PORTS, THE UNITED STATES and CANADA.

THE Steamship

"EVA," 2,088 tons. Capt. Petersen.

This Steamship will be despatched on or about SUNDAY, the 10th March, for PORTLAND (OR.) via MOJI, KOBE and YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be accepted at the Office of the Undersigned until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).

For further information as to Freight rates, &c., apply to ARNOLD, KARDER & Co.

Hongkong, 23rd February, 1901.

NORTHERN PACIFIC STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG.

VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE and YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Steamers. Tons. Captains. Proposed Sailings.

Tacoma 3,811 A. Dixon Mar. 1

Braemar 3,601 W. Watt Mar. 4

Victoria 3,502 J. Pantou Mar. 8

Glencle 3,730 W. Frakes Mar. 22

THE attention of Passengers is directed to the very cheap rates offered by this line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDSS carried.

Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from TACOMA. DINING CAR is attached to trans-continental trains day and night. TACOMA to NEW YORK in 44 days. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent sailings from VICTORIA, TACOMA to DYER and ST. MICHAEL.

Rates of Passage to other points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to DODWELL & Co., LIMITED, General Agents.

Hongkong, 22nd February, 1901.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"PARRAMATTA," Captain C. T. Denny, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 2nd March, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to A. M. MARSHALL, Acting Superintendent.

Hongkong, 16th February, 1901.

NOTICE.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBIT contracted by the Officers or the Crew, of the following Vessel, during her stay in Hongkong.

HONGKONG TELEGRAPH, 23rd February, 1901.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS.	TO SAIL.
KOBE	"CHINGTU"	23rd Feb.
SHANGHAI	"KWANGSE"	26th Feb.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 22nd February, 1901.

OCEAN STEAMSHIP COMPANY.

FOR	STEAMERS.	CAPTAINS.	TO SAIL.
LONDON	"IXION"	Robinson	3th March.
"	"DEUCALION"		19th March.
"	"STENTOR"		3rd April.
LIVERPOOL	"PATROCLUS"		16th March.

(Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

Hongkong, 23rd February, 1901.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"FORMOSA," Captain Hodgins, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIK & Co., General Managers. Hongkong, 23rd February, 1901. [225c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY. THE Company's Steamship

"MAIZURU MARU," will be despatched for the above Port, TO-MORROW, the 24th instant, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 23rd February, 1901. [226c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Company's Steamship

"CHELYDRA," Captain Cox, will be despatched as above on TUESDAY, the 26th instant, at 11.30 A.M.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 20th February, 1901. [231c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEEN, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"MORAVIA," Captain Calabrese, will be despatched as above on THURSDAY, the 28th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 20th February, 1901. [63c]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO. THE Company's Steamship

"AKASHI MARU," Captain K. Suzuki, will be despatched as above on WEDNESDAY, the 6th March, at Daylight.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents. Hongkong, 20th February, 1901. [228c]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA SHANGHAI, INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle 5,033 Saturday Mar. 30

THE Steamship

"STRATHGYLE," will be despatched for SAN DIEGO and SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA and HONOLULU, on or about SATURDAY, the 30th March.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN," Captain Ellis, will be despatched as above on WEDNESDAY, the 27th instant, at Daylight.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 8th February, 1901. [176c]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.

THE Steamship

"FOLMINA," will sail at the end of the FREEMASON'S LODGE will be held at the FREEMASON'S HALL, Zetland Street, on MONDAY, the 25th instant, at 5 for 5.30 P.M. Visiting Brethren are cordially invited to attend.

Hongkong, 21st February, 1901. [236c]

TO BE LET.

TO LET.

No. 16, KNUTSFORD TERRACE, KOWLOON.—From 1st MAY.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 18th February, 1901. [227c]

TO LET.

A HOUSE in RIFON TERRACE.

No. 2, FAIRVIEW, KOWLOON.—From 1st APRIL.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 16th February, 1901. [229c]

TO LET.

"WESTLEY," with TENNIS COURT and GARDEN.—Possession on 1st MAY. RICHMOND TERRACE, Nos. 2 & 5. Possession on 1st APRIL; No. 6, Immediate Possession.

Apply to LAU CHU PAK, Care of A. S. Watson & Co., Ltd. Hongkong, 7th February, 1901. [175c]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th Mar. 1890. [120c]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS. NAUTICAL INSTRUMENTS.

